

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

February 16, 2000  
MAG Saguaro Room, 3rd Floor  
302 North First Avenue  
Phoenix, Arizona

MEMBERS ATTENDING

Steve Hogan, Scottsdale, Chairman	Richard Janke for Jim Book, Glendale
Brian Latte, Chandler	* Ellis Perl, Surprise
*Tami Ryall, Gilbert	Jim Decker, Tempe
Dale Thompson, Maricopa County	Manny Agah for Tim Wolfe, ADOT
Alan Sanderson, Mesa	Alan Hansen, FHWA
Mike Frisbie, Phoenix	* Jim Matteson, Phoenix Aviation
Scott Miller, RPTA	Scott Nodes, Peoria
Mary Kihl, ASU	

\* Not present or represented by proxy

OTHERS PRESENT

Don Dey, TransCore	Paul Randall, ASU
Jennifer Brown, FHWA	Sarath Joshua, MAG
Bob Ciotti, Phoenix Transit	

1. Call to Order

The meeting was called to order at 9:05 a.m. by Chairman Steve Hogan.

2. Approval of January 19, 2000 Meeting Minutes

Richard Janke pointed out that notes on the discussion on signal preemption did not include Glendale as having signal preemption. Chairman Hogan thanked Mr. Janke for pointing that out and requested that the minutes be corrected to reflect that. There were no further changes or comments and the minutes were approved unanimously.

3. Call to Audience

Chairman Hogan made a call to the audience providing an opportunity to members of the public to address the ITS Committee. Chairman Hogan noted that there was no response from the audience.

#### 4. Program Manager's Report

- Freeway Service Patrol project ranked highest at last year's TIP project programming has been advanced to FY 2001 based on additional federal funds. ADOT has informed MAG on the possibility of this project being carried out by DPS in FY 2001
- Grade Crossing Application - University of Arizona's ATLAS Center receives federal funding for ITS research. At a previous meeting the committee was informed that ATLAS funding may be available for a grade crossing application in the MAG region. However, it now looks like an ADOT CVISN project may absorb all ATLAS funds with none becoming available for grade-crossings.
- ITS/Traffic on-call consultants - MAG has included funds in the Unified Planning Work Program to recruit an ITS/Traffic on-call consultant.
- A Regional Road Safety Forum is being planned by MAG for late Fall. Members were asked for ideas and ITS/Safety issues.

During the discussion Alan Hansen asked whether the Freeway Service Patrol will be accomplishing what was originally intended. He stated that if DPS is leading they may want to do something different than what ADOT had in mind. Steve Hogan indicated that if DPS would do the same scope with less funds they should be free to do so. Sarath Joshua indicated that he had discussed this subject with Tim Wolfe. With the scope for FSP as approved by MAG ITS Committee, MAG would act as coordinator and ensure that FSP scope gets implemented. He also pointed out that this project may be a good vehicle to bring DPS to regional ITS discussions. DPS has not contacted MAG as yet.

Brian Latte questioned the process of advancing programmed projects. He stated that other programmed projects in earlier years such as FY2002 may need to be considered for programming as agreed. He wondered if there were other projects that could have qualified to be accelerated. Steve Hogan indicated that in the future all programmed projects should be considered for possible acceleration. Sarath Joshua suggested that the committee look at all years and come up with a recommendation. Alan Hansen indicated that if grade crossings are a priority for the MAG region some ATLAS research funds may be available for such a project.

In response to a question by Steve Hogan on the parameters for on-call consultant services, Sarath Joshua informed him that it was for both traffic analysis and ITS services. There are other additional funds available for ITS.

#### 5. Implementation Schedule for Freeway Management System

Sarath Joshua provided background information on this issue. A number of questions have come up recently at Regional Council and Management Committee meetings, mostly from an infrastructure viewpoint concerning the availability of conduits for fiber. MAG sent a memorandum to Regional Council members with an attachment on the status of FMS implementation. A few days later more corrections were received from ADOT. A second

memo was sent out correcting the first memo. The new table has the most up to date numbers.

Manny Agah pointed out that FMS on US 60 will go only up to Val Vista. He indicated that funds currently available for FMS is not sufficient for full FMS from I-10 to Val Vista. The MAG ITS committee has been asked to look at the FMS and establish priorities for completing the system. Whether the future system is funded with CMAQ, STP or state funds the priorities established by this committee for this region will be followed. Steve Hogan asked if all incomplete segments should be looked at. After some discussion the committee agreed that all incomplete segments should be looked at. ADOT has used the LOS "D" criteria for deciding when FMS should be brought on-line. Steve Hogan asked if data was available on current LOS. The most current FMS completion schedule was developed by ADOT prior to the accelerated freeway program.

Jim Decker pointed out that FMS projects and other ITS projects were competing for the same funds. Sarath Joshua indicated that questions are being raised on the FMS and interest in the FMS and its potential role in the region is growing. Brian Latte said 80 percent of segments shown on the table below the dark line needs retrofit. At the most recent discussion on TIP projects, the committee encountered FMS projects worth \$6-7m. It was determined that there may be locations where projects should just concentrate on VMS and other smaller pieces that can be funded. Steve Hogan stated that we are being asked to determine what needs to be done based on traffic projections, congestion and other factors looking at the system as a whole and determine what needs to be implemented where rather than just implement the entire system everywhere.

Sarath Joshua indicated that the ADOT definition of full FMS features is tied to the FMS specification. In view of the conclusions reached so far it is apparent that the meaning of full FMS may be different in the future. Jim Decker pointed out that ADOT does put VMS signs beyond the FMS coverage. Manny Agah pointed out that the Tucson FMS is being deployed exactly like this with CCTV functioning without FMS. He further indicated that for VMS and CCTV FMS is not needed.

Some members had questions on why the FMS cost \$1m/mile. Jim Decker stated that he considers FMS as implemented only when all of it is working together. Steve Hogan stated that if the infrastructure is in the ground cost for full implementation will be reduced. MAG decided last year that all new freeways will get basic FMS infrastructure. Brian Latte observed that some freeway segments under construction now are not having conduits built-in. Sarath Joshua said he had noted that too. An explanation being that those projects were too far along in contracting to include basic infrastructure.

Alan Sanderson asked if ADOT's most recent schedule for FMS completion could be utilized. Sarath Joshua displayed the most current FMS Implementation Schedule and reviewed the status. Brian Latte said that there may be segments needing full FMS. Chair Hogan stated that it was necessary to establish priorities to identify what needs to be done first.

**Brian Latte moved that ADOT come back to the ITS Committee with a reevaluation of the FMS programs based on a review of critical needs under the FMS umbrella. Not**

**necessarily the definition of full FMS implementation with full features but where those critical features are needed sooner than later for the entire system. Other factors to be taken into account include critical fiber backbone links to support regional traffic management systems. Next steps to be reported back to ITS committee at the March meeting.** Alan Sanderson seconded. The motion passed unanimously.

Breaking up FMS into critical components may be required so that implementation is less expensive. However, in the long term all features may be implemented. Mr. Latte pointed out that the FMS could be broken up into communication, detection, video, VMS, ramp metering components with each one ranked as high, medium or low priority. Manny Agah pointed out that we can get this started and an action plan defined in one month.

An FMS Subcommittee was established for the purpose of working with ADOT on this task. The charge to the subcommittee was to bring back what you think is going to take to create prioritization of each components of unfunded segments and getting the details worked out. if it means bring a consultant on-board to make this happen. Volunteers for the subcommittee were called for and the following individuals agreed to participate:

Alan Sanderson - Mesa  
Brian Latter - Chandler  
Jim Decker - Tempe

Richard Janke - Glendale  
Alan Hansen - FHWA

6. Status Reports by Committee Members on ITS Activities

Mike Frisbie informed that TransCore is working on software to get Econolite. Phoenix is also working on the downtown traffic management system with KHA on it. He also announced that he brought along copies of the traffic video that Alan Hansen asked about some meetings back.

Dale Thompson reported that TRW will be in during the first week of March to make the system work. They will just focus on 8 cities and locations in the scope of work. Pierre sent an email with an announcement of \$ 100m available for ITS Deployment Incentives. If we can take a regional approach we may be able to get some funds.

Steve Hogan stated that working with Ed Pastor's staff may be worth a try. Alan Hansen reminded the committee that the proposal submitted last year could be used.

Chairman Hogan announced that Dick Traill has retired from Phoenix Aviation and will be replaced by Jim Matteson.

7. Next Meeting Date

The date for next committee was announced as 9:00 A.M. on March 15, 2000.

8. Adjournment

Chairman Hogan adjourned the meeting at 10:10 a.m.